American Institute.

THI OFFINITE DA-ADDRESS OF BERNY MRIGS, ESG. The twenty sixth annual fair of the American Institute was opened yesterlay to the public. The display of goods, in comparisons with former exhibitions, is very limited, but we were informed that in the course of a few days all the racast spaces will be occupied. With the exception of one or two departments, there appeared to be little or no variety in the articles exhibited. There is some difference in the arrangement of the goods; but in this reference in the arrangement of the goods; but in this reference in the arrangement of the goods; but in this respect those who have had charge of this part of the work have shown a lamentable want of taste and judgment. Pikes and cases of scenicle scapes, hair oil and the proper of the savel that four the comparison of the condition. The charge of the part of the proper charged their foostion. The charge of the part of the proper charged the foostion. The charge of the part of the

spect those who have about of taste and judgment. Piles and cases of scented soaps, hair oil and cosmetics, eccupy the same old places, and even the pianos have not changed their location. The display of fruit, flowers and vegetables is equal to that of any former fair, and the apartment in which they are exhibited is tastefully fitted up. Of these we shall speak hereafter more in detail. The bridge or passage leading to the building is taken up, as usual, with agricultural implements, of which there is a preity fair display. There are, however, very few new inventions. The machine room is not yet in operation, but will be completed in a few days.

The miserable character of the present exhibition is to a great extent attributable to the Crystal Palace. It appears that it has taken away no less than four hundred exhibitors from the Fair of the American Institute. This is a great defection, certainly; but then the managers live on the hope that next year will transcend the most successful one they have yet enjoyed.

The attendance was not very encouraging, and there were not more than two hundred present at the opening address. In the evening the exhibition was enlivened by the preformance of Bleomfield's Band, which has been engaged during the continuance of the Fair. At seven o'clock Mr. Meigs, accompanied by several members of the Institute, made his appearance on the stage, and delivered the following address:—

Ladies and Gentlemen—The managers of the Twenty-sixth Annual Fair, call on me to address you at this open ing thereof. I obey cheerfully, and beg your induigence while I try to supply the place of one more able to do justice to the cause. And allow me first to pause at the sad reminding we have had, within a few days past, of the true condition of all hings; their briefexistence and rapid dissolution. We have had taken from us two President; in one week. The clarion voice of our venerable President Talimadge never more will be heard, proclaiming the victories of American industry—urging always, with

recing, our nome with all its virtue, all its art and industry—all lits independence and prosperity—all that could establish it as the grand model republic—the grand oasis of moral and physical power. His voice is at last bushed; but the remembrance of it will last as long as a patriot can be found here.

And the venerable Dickerson, too, whose years of wisdom, the last forty of them, were devoted to American industry, availing himself of the high rank justly awarded to him in the senate and in the cabinet of the United States, to give spread and gravity to those noble sentiments which grace and which form our greatness. Home work forever? I Peace to their manes! They will not be forgotten while anything American remains.

You know without my telling you what our duty now is. Onward! Onward! Is in the general order of to-day. The future calls for us. Like the airy Temple of Fame, drawn by our artist Cole, we aspire to that grand scene where America will form the model never dreamed of in romance. After the lapse of ages, in which the rich sneered at the humble rustic who, behind the country fence labored hard to raise their bread, the lofty men of the day who called him a boor, a villein—a bogtotter—a new time has come over us. Queens and Kings now find the propriety of doing honor to all the labors of the farm. Science is called to it. Acres that yielded ten bushels of wheat are required to give forty on an acre—and they do it. Our Institute boasts of several members to whom the country is indebted, and who has leard him from Maine to Ohio, has deserved the highest reward for his agricultura philosophy, is not more profound than the results are prolitable to mankind. Need I name him?

The mechanic arts were on no better footing. We know the painters and the sculptors of those thousand years, but no mechanics. The myriads of interesting works of the mechanic failed to give them fame. What a contrast with the present race of men! It if not too much to say that our statesmen, warriors, poets, historians, scientif

yet ceased to view with wonder the animated engines now driving the world of men and matter over hill and over dale, through mountains, over rivers, up the great rivers, over every ocean. The mechanic is company/or sover reigns now—Victoria takes him by the arm and visits his house. Your last President began life a mechanic, and it is a mechanic who now does honor to the mayoralty of your great metropolis.

The true order of society is, first, the farmer, next the mechanic, and last, the arts. Our American Institute charter speaks this truth plainly when it declares us incorporated for the purpose of promoting agriculture, commerce, manufactures and the arts. Commerce is commore, manufactures and the arts. Commerce is commore, the purpose of promoting agriculture, commerce, manufactures and the arts. Commerce is that the arts must come last, of sheer necessity, and in the progress of nations we find it so.

Our generation is a new one, composed of men born on a new soil, in a new chimate, and of men who, leaving the old rations, old land and skies behind them, come here, and in one sense may be said to be born again. With what new aspirations are all filled as they breathe this new air—stretch their vision on every side, and not only see no despot or his minions, but nothing to remind them that there is any law in existence. They soon find that those who came here before them had become self-respectful, self controlling, capable of uniting in huge masses of various spinions, with every sort of argument, noise, oratory of all sorts, and no arms. This seeming miracle is exhibited all over our land, from the Atlantic to the Pacific Ocean, and latherto that vast conservative power has not merely preserved a sacred peace, but has never impeded the and hitherto that vast conservative power has not merely preserved a sacred peace, but has never impeded the immense progress of the nation in all the peaceful arts

La Place, one of the greatest, if not the greatest of astronomers, calls his great work "Mechanique Celeste," the Celestial Mechanism. So may we now call our great republic the Constitution Mechanique. No member of it is pardonable for iding away his time. No matter how rich, if he would be respected by others or respect himself he must pursue aome honest business. There is not room here between the two great oceans, for a single man to do nothing in. The first great lesson we receive here is take care of thyself, for there is no one to take care of

you—no one to whom he own manganter tection.

You remember well how great an alarm has been felt in machine has appeared for You remember well how great an alarm has been felt in Europe whenever some great machine has appeared for fear that handwork would be no longer wanted. Sometimes the workmen have destroyed by violence the dreaded machines. That fear seems to have ceased altogether—population has increased at a rapid rate so fast that about as fest as a machine can make a shirt we find a back ready for it. It is now said that our 20,000 miles of railroads have caused an increase in the number of horses. That one railroad always breezs many is beyond a doubt, for the one enables us to carry all the material for another; so that the beginning of one road helps us to build to the end, and that carries for us to the beginning of another.

for another; so that the beginning of one road helps us to build to the end, and that carries for us to the beginning of another.

When we think of mechanics it is only necessary to begin with the makers of iron—the Vulcans of the world—who can grasp by his mental power the mysterious grandeur of that one metal and its workers! One may begin, but no man has ever summed it up. Begin with a small needle, a tack, a nall, a bolt, a rod, a bar, a hoop, a tack hammer, a sledge hammer, a forge hammer of a ton, a lancet, a sword, a pistol, a Paicham 100 pounder, a chain for a squirrel, a chain cable for a ship of 3,000 tons, a railroad—a railway bar 40,000 miles in length; here (double.)—a sewing machine, a marine steam engine. Those who build all our dwellings, factories, &c., should be held next in rank. He that is no mechanic can hardly conceive what an amount of knowledge is necessary to mannge iron or build a house. Although iron has been used thousands of years, still every year adds something new to its better developement. And notwithstanding immense experience in architecture for ages numerous improvements have been made within a few years. Probably the iron will ultimately prevail in architecture, so that, after the building of houses for thousands of years, so destructible that of immense cities none but public massive edifices remain visible, when cities shall be built of iron their ruins after thousands of years will be standing. Fire alone soon reduces to ashes and dust all former architecture.

We believe that our speed on railroads at sixty to one

Fire alone soon reduces to ashes and dust all former architecture.

We believe that our speed on railroads at sixty to one hundred miles per hour is the ultimatum of velocity for men and goods; but we aiready have plans suggested for exhausting the air in metallic tubes, and by means of suitable pistons drive parcels of goods through almost instantaneously—at any rate as fast as a ball from an air gun, for the exhausted tube is but a large one.

It has been supposed that messages can be sent faster than by our present telegraph, considering the small time lost by manipulations. Since I wrote these lines, a company is proposed, with a capital of half a million of dollars, to lay such a tube of two feet calibre from Boston to its his city.

company is proposed, with a capital of half a million of dollars, to lay such a tube of two feet calibre from Boston to his city

Naval architecture! how grand at this day. What a science is here! Magnificent mechanism! And the end is not yet. Some seven years ago some men here commenced planning ships so long as to cover two or three Atlantic waves, and thus move as steadily as our river steamers do over our little waves. Immediately we heard an echo from England. One proposed a ship of ten thousand tons; another a church, a garden, and suitable carriages for exercise around the decks—a chappel—a theatro. Some laughed, but not all. Now we see ressels proposed of iron, in compartments, of 6,000 to 8,000 tons, to sail at the rate of twenty-live miles an irour.

The printing press—Hoe! What a press that is before us! We have printers here among us not yet beginning to be old who have worked the Old Worla's hand press at the rate of three hundred copies an hour by two men. Now, that press turns out ten thousand an hour with six men and boys; and do we know how to value it? We might by great assiduity make a table of the value of fron; but the value of the press cannot be measured for this world, much less can we sum up its power of spreading knowledge, without which, to some, there can be so Heaven. It truly makes knowledge run to and fro in the earth. It has made Christianity belt the globe already; and its lest sure triumphs, however slow they may be, are now visible from our housetops, over the Saracen at the Bosphorus, and over the idolators of Chima—a fourth part of the infabitants of the earth.

The press, which immortalizes doctrines so that age after age the good things recorded by it stand immutable, that successive generations of men may forever have after age the good things recorded by it stand immutable, that successive generations of men may forever have after age the good things recorded by it stand immutable, that successive generations of men may forever have the chance to learn all that is good p

the chance to learn all that is good proceeding from human genius, or more blessed infinitely that which God has revealed for our joy here and to all elemity.

The evil which accompanies it is not fatal so long as the press is free. Those who see the great truths known to even the pegan philosophers hold all their brightness, and the press renders it possible to put them before every bussan being—such as the aureum monitum of the an clients, the golden maxim, "He that does evil with pleasure, the pleasure soon vanishes, but the evil is everlast end with pleasure, the pleasure soon vanishes, but the evil is everlast end with pleasure, the pleasure soon vanishes, but the evil is everlast end with pleasure, the pleasure soon vanishes, but the evil is everlast end of lexington avenue, thence to the Third avenue. Concurred in on a division, viz.—Alternan Morre, Haley, Startevant, Oakley, Boyce, Barr, Tweed, Briskey, Francis, Tiemann, Pearsall, Ward, Denman, Cornell and Doberty—15.

From the Compredies—Giving the various expenditures on account of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the election head in June, 1832, Also, an existence of the person of the person of the election of the election head in June, 1832, Also, an existence of the pe

lamp.

In this rapid speed at which we go, let us, with all our might, strive to do nothing but that which is good in the sight of our Heavenly Father, that he may give us his light, infinitely more precious than millions of suns.

NEW YORK COMMON COUNCIL

[OFFICIAL.]

Stated Session.

Board Session

Board of Alderman, Oct. 10, 1853.

Present—Richard T. Compton, Esq., President, Aldermen Moore, Haley, Sturtevant, Oakley, Boyce, Barr, Tweed, Brisley, Francis, Smith, Bennam, Pearsail, Bard, Ward, Denman, Cornell, Alverdan, Bennam, Brand, Ward, Bennam, Cornell, Alverdan, Bard, Ward, By Alderman Bard—Petition of James Lynch, for relief from tax. To Committee on Finance.

By the Presence—Petition of Judges of the Supreme Court, relative to rooms for said court. To Committee on Repairs and Supplies.

By Alderman Bruser—Petition of Young & Ward and others, to have Forty-sinth street, between Sixth avenue and Broadway, paved. To Committee on Swerts.

By Alderman Twens—Petition of Wom Banks and others, for a sever in East Broadway, from Clinton to Jefferson street. To Committee on Sewers.

By Alderman Parender of N. P. Bailey, relative to use of buthkead at foot of Desbroses street. To Committee on Ferrics.

By Alderman Alvord—Petition of Hose Co. 39, for a new apparatus. To Committee on Fire Department.

By Alderman Parasall—Petition of Lyman Chapin, for permission to construct a sewer from 22 Clinton street to sewer in Delancey street, at his own expense. To Committee on Sewers.

By Alderman Doberry—Petition of Charles Feitner and

sewer in Delancey street, at his own expense. To Committee on Sewers.

By Alderman Donerry—Petition of Charles Petitner and others, to have Forty—fifth street graded, between Ninth and Tenth avenues. To Committee on Roads.

By Alderman Timenan—Petition of trustees of Presbyterian Church on Ninth avenue and 125th street, for two lamps in front of said charte. Prayer of petitionners granted.

By Alderman Barre—Petition of Charles McManus and others, for sewer in Mulberry street, between Walker and Bayard. To Committee on Newers.

By Alderman Moore—Petition of E. W. Dunham and others, to widen the ridewalk in William street, between Beaver and Wall streets. To Committee on Streets.

By Alderman Bonerry—Petition of Book and Ladder Company No. 9, for a new track. To Committee on Fire Department.

Company No. 9, for a new track. To Committee on rive Department.

By Alderman Warn—Petition of Engine Company No. 38, to nave the word "expelled" erased from opposite the name of Wm. A Christianson on the Firemen's Register. To Committee on Fire Department.

By the same—Petition of Hose Company No. 44, to have the word realigned erased from opposite the same of Petitis Rice on the Firemen's Register. To Committee on fire Department.

By the President Tection of E. H. Tenny for sever in Jefferson street, East Broadway, and Montgomery street. To Committee on Severs.

By the President—Petition of E. H. Tenny, for sever in Jefferson street. East Broadway, and Montgomery street. To Committee on Newers.

By Alderman Bovers—Petition of John D. Dixon, for twenty lengths of hose for the use of flow Company No. 54. To Committee on Fire Department.

BESOLUTIONS.

By Alderman Sective—Resolved, That the following named persons be, and are hereby, appointed as Inspectors of Elice tions for the different election districts of the Eleventh ward vin.—

First District—Samuel J. Acker, J. V. D. B. Fowler, and Joseph Albert.

Second District—William Taylor, Pater Broadway.

shman. Fenth District—Alfred A Carpenter, Edward Costello, and

drew Mean. Adopted. Adopted. That the Polls of the elecdrew Mean. Adopted. Sy Alderman Sarrie-Resolved. That the Polls of the elecn for the several districts of the Eleventh ward be held at
following places, viz.—
st district.

at 196 Stanton street,
red do at 271 Stanton street,
red do at 319 Stanton at 234 Stanton street,
at 271 Stanton street,
at 379 Stanton street,
at 379 Stanton street,
at 387 Third street,
at 287 Third street,
at 287 Taird street,
at 187 avenue C.
at 89 avenue D.
at 422 Tenth street,
at 181 avenue C.

Adopted.

By Alderman Prok-Whereas numerous serious accidents have of late occurred on the Hudson River Raliroad, and which, in every case, has resulted from careless and revikless driving, therefore,

Resolved, That it be referred to the Committee on Ordinances to report an ordinance to this Board at as early a day as possible, naing the rate of speed at which each car shall be drawn between Chambers and Thirty-First streets, and also to provide a preper has for the violation of such ordinance.

Referred to Committee on Ordinances.

nances to report an ordinance to this Board at as early a day as possible, haing the rate of speed at which each car shall be drawn between Chambers and Thirty-Erst streets, and also to provide a preper fine for the violation of such ordinance. Referred to Committee on Ordinances.

By Alderman Baras—Resolved, That a sewer, with the nocessary receiving basins, be built, under the direction of the Croton Aqueduct Department, in Franklin street, sixty feet east of Centre street. to connect with the sewer in Orange street. Referred to Committee on Sewers.

By Alderman Moore—Resolved, That the sewer in Battery I lace be extended to the westerly side of West street, on the southerly side of pier No. 1. North river, at low water mark. Referred to Committee on Sewers.

By Alderman STURTEVANT—Resolved, That 127th street, from Third avenue to the East river, be lighted with oil without delay, and that the Commissioner of Streets and Lamps cause lamp posts and lamps to be placed therein without delay. Adopted.

By Alderman Themann—Whereas, it appears from the communication of the Corporation Counsel, dated Get. 3, 1835, made in reply to a resolution of the Common Council, to stay proceedings in the matter of taking Jones' wood for a public park, that he intends to proceed with the application between the Court, as directed by the Legislature, and in common Council, more stay of the city, as expressed by the Common Council, the stay of the council to east of the open stay to have some potent commissions to became necessary to have some potent chose circumstances in the surface of the open stay to have some potent common council as they may in their judgment deem proper, to have the subject matter of the opening of Jones' wood park delayed, until application can be made to the next Legislature to amend or to repeal the law taking the said grounds for a park. Adopted.

MNSMAGE PROM, The MAYOR and Comptroller be, and they are hereby, authorized and directed to employ such council or repeal the law taking the said grounds for

the minutes, and published in one or more or the pasters.

PAPERS FROM THE BOARD OF ASSISTANTS.

Resignation of James McMurray as inspector of Elections,
Fifth district, Seventeenth ward. Accepted by said Board.
Concurred in.

Resolution—That Second avenue from Houston street to
Forty second street, be lighted with gas. Concurred in.

Resolution—That the Commissioner of Repairs and Supplies
be directed to have Grange street, from Chatham to Walker
Street, repaired. Concurred in.

Rabort of Committee on Police—In favor of paying the me-

be directed to have Orange Street, from Chavasan of street, repaired, Concurred in.

Report of Cammittee on Police—In favor of paying the medical bills of Doctors L. J. Henry and F. L. Harris. Referred to Committee on Police.

Report of Cammittee on Sewers—In favor of a sewer in Broadway from Twenty-sixth to Twenty-fith streets. Referred

Boyce Tweed Brisley, Francis, Tiemann, Pearsall, Denman, Cornell and Deberty—13.

From the treest Commissioner—For authority to relet the regulaging of Lexinter eighth street, from Fiftiguith to Pitty seventh street, point of the control of the property of the street, from Fourth to Pitty seventh street, point of the property of the

Affirmative—Aldermen Moore, Sturtevant, Boyce, Barr, Tweed, Brisley, Francis, Tiemann, Pearsall, Denman, Cornell, Boherty—12.

Of Committee on Streets—To concur to flag the sidewalks in front of Nuc. 103, 105, 107, and 109 Mercer street. Adopted

on a division, vir.—
Affirmative—Aldermen Moore, Sturtevant, Boyce, Barr, Tweed, Brisley, Francis, Tiemann, Ward, Denman, Cornell, and Doherty—12.

Of Committee on Streets—In favor of flagging Fourth syvenue, Letween Twenty-first and Twenty-fourth streets; also, laying crosswalk at intersection of Mulberry and Cross streets. Adopted on a division, viz.—

Affirmative—Aldermen Moore, Haley, Boyce, Barr, Tweed, Brisley, Francis, Tiemann, Ward, Denman, Cornell, and Doherty—12. Doherty—12.
Of Committee on Repairs and Supplies—Relatve to Nine-teenth ward station house. Adopted.
Of Committee on Lands and Places—In favor of fencing the square at Fourth, Grove and Christopher streets. Adopted. On motion the Board then adjourned, to meet on Weines-day, 12th inst., at 5 o'clock, P.M.
D. T. VALENTINE, Clerk.

day, 12th inst. at 5 o'clock, P. M.

D. T. VALENTINE, Clerk.

BOARD OF ASSISTANT ALDERMEN. S.

Monday, Oct. 10, 1853.

Present—Jounthan Trotter, Esq. President, in the chair.
Assistant Aldermen Brown, Tait, Mabbatt, O'Brien, Maybee,
Woodward, Ring, Wells, Hunt, Boutou, McGown, Stewart,
Wheian, Borker, Rogers, Crawford, O'Keefe, McConkey.

By Assistant Alderman Brown—Of the Union Ferry Company, 3,2 ainst granting a ferry adjoining their landing at Pulton ferry, Brooklyn. To Committee on Ferries.

Of Grinneil, Minturn & Co., Peter I. Nevius & Sons, N. H.
Wolfe & Co., and others, against laying rails in South street, below Feck slip. To Committee on Streets.

By Assistant Alderman O'Kerry—Of Hose Company No.

30, for a new house. To Committee on Fire Department.

By Assistant Alderman O'Kerry—Of Hose Company No.

O' Dr. R. F. Clow, for medical attendance on James Green and family. To Committee on Finance.

By Assistant Alderman Tair—That Peck slip be lighted with gas. Adopted.

By Assistant Alderman Tair—That Peck slip be lighted with gas. Adopted.

by Assistant Alderman MAYEEE—That James Pattison,
with gas. Adopted.
By Assistant Alderman MAYEEE—That James Pattison,
William Tooper and Thomas E. Smith, be appointed inspectors of election of Fifth district, Fifth ward; and Robert Donnell, William H. Appleyard and Samuel G. Evans, be appointed inspectors of election of Sixth district, Fifth ward.
Adopted.

nell, William H. Appleyard and Samuel G. Evans, be appeinted inspectors of election of Sixth district, Fifth ward. Adopted.

By same—That poll of Fifth election district shall be held at No. 421 Greenwich street, and the poll of Sixth district, Fifth ward, at No. 32 Vestry street. Adopted.

By Assistant Alderman Marrat—That sunken lots between First average and avenue A. and 115th and 125d streets, be filled in. To Committee on Public Health.

By Assistant Alderman O'Kerra—That the sidewalks of Thirty-ninth street, from Ninth avenue to the Hudson river, be flagged a space four feet wide. To Committee on Streets.

By Assistant Alderman O'Kerra—That the sidewalks of Thirty-ninth street, from Ninth avenue to the Hudson river, be flagged a space four feet wide. To Committee on Streets.

By Assistant Alderman King—Whereas, the labor of the Inspectors of Hydrants is very arduous, and the compensation very small for the amount of labor performed by them; and whereas, the price of the necessaries of life are daily becoming higher and higher; therefore, be it.

Resolved, That the salaries of the Inspectors of Hydrants be, and they are hereby, increased, from \$1.50 per diem to \$1.75 per diem. Adopted by the following vote—

Affirmative—The President, Messrs. Brown, Tait, Mabbatt, O'Brien, Maybee, Woodward, King, Wells, Hunt, Bouton, McGown, Stewart, Wheelan, Borker, Rogers, Crawford, O'Keefe, and McConkey—23.

Of Committee on Ferries—In favor of leasing Hell Gate Ferry at public auction. Adopted by the following vote—

Affirmative—The President, Messrs. Brown, Mabbatt, Maybee, Breaden, Ring, Wells, Bouton, McGown, Stewart, Wheelan, Rogers, Crawford, and O'Keefe—13.

Negative—Assistant Aldermen Tait, Woodward, Hunt, and WcConkey—4.

Of Committee on Streets—In favor of fencing vacant lots on both sides of Seventeenth street, between Fifth and Sixth

Rogers, Crawford, and O'Reefe-B.

Gentivey—4.

If Committee on Streets—In favor of fencing vacant lots both sides of Seventeenth street, between Fifth and Sixth nues, and also those on south side of Eighteenth street, nues, and also those on south side of Eighteenth street, ween same avenues; to concur to confirm the award of the tract for regulating and grading Fiftheth street, from Fifth eximpton avenue, to Philip Folicy, the lowest bidder; in or of Engeling sidewalks in Twenty sizth street, between at avenue and Enst river, a space four feet wide; in favor at avenue and Enst river, a space four feet wide; in favor at avenue and Enst river, a space four feet wide; in favor at the street, between the street of the s

By Alderman Bover-Petition of John B. Dixon, for twenty lengths of hose for the use of Hose Company No. 54. To committee on Fire Department.

By Alderman Smth-Resolved, That the following named persens be, and are hereby, appointed as Inspectors of Elections for the different election districts of the Eleventh ward viz.—

First District—Samuel J. Acker, J. V. D. B. Fowler, and Joseph Albett.

Second District—William Taylor, Peter Brown, and James Turner.

Third District—William T. Bernnan, Richard H. Bishop, and Gavin Hogg.

Fourth District—John Houghkirk, John Pickford, and John Smith Bistrict—A, B. Rollins, Jedediah Miller, and Horace Smith.

Sixth District—Bernard Kelly, Hugh Crombie, and Bonjamis Harper.

Samuel Sprague.

Eighth District—Schree Simmons, Garritt McCarthy, and Samuel Sprague.

Eighth District—Schree Simmons, Garritt McCarthy, and Samuel Sprague.

Eighth District—George Cook, John Mason, and Gardiner Cushman.

McGown, 1Stewnt, Wheelan, Barker, Regers, Crawford, O'Keefe, and McGenkey.

O'Keefe, and Concern to refer the artiset of increasing the pay of Inspectors on Sewera to the Croton Department, with power. Adopted.

O'KINNANCK.

By Assistant Alderman Rico—To amend the ordinance liernsing and regulating cartmen, &c., [allowing five cents per load beyond the present price to be charged.] To Committee on Ordinances.

RETURNS.

Of the Chief Engineer of the Fire Department, of appointments, resignations and expulsions for August. All con-

By Assistant Alderman Hunt-That Chrystic street be lighted with gas. Adopted. By same—That Allen stseet be lighted with gas. Adopted. Bill of Dr. Kerr, 81 75. To Committee on Police.

ighted with gas. Adopted.

By same—That Allen steet be lighted with gas. Adopted.

Bill of Dr. Kerr, St. 75. To Committee on Police.

Confirming award of contracts to James L. Miller & Co., and Owens & Kettleman, for the erection of building in Fourth avenue, near Twenty-eighth street, for the use of Engine Company No. 28, and Heok and Ladder Company No. 29, and appropriating \$1.00 for expensers' work, and \$2.94 for masons work. Concerred in by the following vote—Affirmative—The President, Measrs Brown, Tait, Mabbatt, O'Brien, Maybee, Woodward, King, Wells, Hunt, Bouton, O'Roefe, and McConkey—Er.

Miller & Ladder & Barker, Rogers, Crawford, O'Roefe, and McConkey—Er.

Hoports in favor of severest in North Moore street, from Pitty-size of State of the State of State of

curred in.

The Board then adjourned to Wednesday afternoon, at five o'clock. From the minutes,

C. T. McCLENACHAN, Clerk.

Marine Affairs.

LAUNCH OF A CHIPPER SHIP -Mr. Thomas Collyer will launch Messers. N. G. & Geo, Griswold's clipper ship, from his yard, foot of Twelfth street, this afternoon, at four o'clock. She is a beautifully modelled vessel of 1,200 tons burthen, and will be commanded by Captain Porter

tons burthen, and will be commanded by Captain Porter Cave, long and favorably known as a shipmaster. She was constructed under the immediate supervision of Mr. George Griswold, junz.

In addition to the vessels on hand enumerated the other day, Mr. Collyer has just commenced building a ship of \$50 tons burthen, for Messrs. Stanton and Thompson, to be employed in the New Orleans trade. She is \$155 feet long, \$5 wide, and \$21½ deep.

The CLPTER SHIP DAVID BROWN was Launched from the foot of Houston street, on Saturday. Her dimensions and other particulars have been previously given.

The STRAMSHIP FROMING ARTIVED Light in fifty-six hours from Savannah. We are obliged to her officers for Southern papers in advance of the mails.

The GREAT REFUNE.—It has been determined to charge

The Great Revenue.—It has been determined to charge a shilling to every visiter to the large clipper ship Great Republic, while she remains at Boston, for the benefit of the Sallors' Snug Harbor of Boston, an institution lately incorporated, but not yet in actual operation for want of the requisite amount of funds.

MURINY ON BOARD, vo. Communications and the results of the sallors of the sallors of the sallors. the requisite amount of funds.

MUTHEN ON BORD THE CLIPPER SHIP FLYING CLOUD.—The clipper ship Flying Cloud, Cressey, master, which left our harbor about eight days since, returned resterday through the Heads, and anchored at Saucelito. The cause of the return was a mutiny of some of the crew. We have been unable to obtain the particulars, but it is reported that the captain shot three of the mutineers. The affair will be judicially investigated.—Alla Colifornia, Sep. 14.

Washington National Monument 365 75

Sporting Intelligence. CRICKET AT HARLEM-A DAY'S PLAY BETWEEN THE

NEW YORK AND ST. GEORGE'S CLUBS. The St. George's cricket club grounds, Red House, Har-lem, was the scene yesterday of a very pretty day's play lem, was the scene yesterday of a very pretty day's play between those members of the New York and St. George's ciub who have not participated in the games between these clubs this season, all of which have been chronicled in the columns of the Herain. The play was very inte-resting. The New York club men won the toss and went in first. As will be seen by the score, they were en 'irely successful, and the "Dragon Slayers" were themselves slain. The play was for the benefit of Sam Wright, the ground keeper of the St. George's Club, and we are glad to say that quite a handsome sum was subscribed for the veteran cricketer and popular gentleman. Annexed is veteran cricketer and popular gentleman. Annexed is

veteran cricketer and popular gentleman. Annexed is the score. After the St. George's men had completed their innings, the New York ers went in again, and played till sunset. They added forty one to their score, with four wickets te down.—

NEW YORK CLUB.

1 Brown b. Groom. 0 8 Richards b. Wright. 0 2 Spinney b. Barton. 2 9 Woodward hit cricket, 3 Orex b. Groomc. Balley 31 b. Wright. 6 4 Higham b. Groom. 35 Byes. 7 5 Tower not out. 24 Leg bye. 1 6 Tryon c. Embree, b. H. Wides. 10 Wright. 11 No balls. 8 7 Shannard b. Groom. 18 Total. 148

ST. GROKGE'S CLUB.

1 White c. and b. Brown 10 7 H. Wright c. and b. 2 Emmet b. Brown 0 Frown. 0 1 write c. and b. Brown 10 7 H. Wright c. and b. 2 Emmet b Brown 0 8 Prown 0 8 Vinton c. and b. Richards 2 4 Ticknor b. Brown 4 5 Groom c. Higham, b. Brown 22 10 Taylor, not out 1 6 Embree c. and b. Byes 9 Brown 0 Wides 6

FIRE.—Early yesterday morning, a fire broke out in the stables No. 26 Pell street, owned by Mrs. Hamilton, which were completely destroyed. Her loss it estimated at about \$800. Three horses were burned to death, valued at \$200 cach—one belonging to Mr. Hanley, another to Mr. Voss, and a third to Mr. Boyle. The dwellings Nos. 24 and 28, on each side, were considerably damaged. Several horses were got out, and taken to the station house, and afterwards restored to their owners. There was a strong police force on the ground from the Sixth, Tenth, Thirteenth and Fourteenth wards, under the command of their respective captains.

force on the ground from the Sixth, Tenth, Thirteenth and Fourteenth wards, under the command of their respective captains.

Minting of the San Francisco Fire Department was held in the reception room of Hose Company No. 20, for the purpose of making arrangements for parading with the New York firemen on the 14th instant. Marcus D. Boruck was chosen chairman on the occasion. After the meeting was organized the chairman offered a series of resolutions, highly complimentary to George H. Hossefross, the late Chief Engineer of the San Francisco Fire Department, which were unanimously adopted, with instruction to have them printed in the California Edition of the Herald. The members of the California Fire Department now in this city number about thirty persons, and it is their intention, if the New York firemen assign to them an honorable position, to join them on the day of their annual parade. After the transaction of some further business the meeting adjourned until Wednesday evening at 7½ o'clock.

Honor to Whom Honor is Due—In yesterday's account of a fire that took place early on Sunday morning, at No. 4 Trinity place, the credit of extinguishing the same is given to the police. In this respect we were wrongly informed. It appears it was not the police—who only looked on during the time—but some of the fire companies, who performed the hard work and put out the flames. We haste therefore to correct this misreport, for it is but just that honor should be given to where it is due.

Han Storm and thunder shower on Sunday night. It came up quietly and almost unawares. About ten o'clock it suddenly burst over the city. The thunder and lightning were terrific, and for half an hour the hall came down tremendously. Some of the half ann hour the hall came down tremendously. Some of the half ann hour the half came down tremendously. Some of the half stores were as large as walnuts. The previous day was warm and sultry. The weather last night was beautitully clear, cold, and crisp.

The weather last night was beautitully clear, cold, and crisp.

ECAPTURE OF A FUGHIVE CONNICT.—On Sunday afternoon two of the police of the Eleventh ward. Officers Cartine and Stoughton, received information of the whereabouts of a convict named Arthur Brown, who escaped from Sing Sing on Wednesday last. They accordingly laid their plans, and in a short time had the fugitive in custody, with whom they started yesterday morning to reconvey him to his old quarters.

ATEMPT AT SUICIDE WHILE LABORING UNDER DELIBIUM THEMINS.—James Mconey, a seaman belonging to the steamship Arctic, on Sunday attempted to cut his throat with his jackknife, in Chatham street, opposite the Park. He was apparently labering under deliricin tremens at the time. He was conveyed to the New York Hospital by two policemen of the Sixth ward. The act was so public that a large crowd was collected, which increased as the man was being conveyed to the hospital. He presented a most dreafful spectacle, all his clothes being covered with blood. He stated, on inquiry being made, that he was a wicower, and has a family. He is a native of Liverpool, England. He made a dreadful gash in his throat, but there is no further danger appreherded beyond the loss of blood.

ATEMET AT SUCKE.—Early on Sunday morning, a German was read found being inspensible in Tremery winth.

there is no further danger apprehended beyond the loss of blood.

ATHEMIT AT SUICIDE.—Early on Sunday morning, a German woman was found lying insensible in Twenty-ninth street, near Eighth avenue, from the effects of arsenie, which had been taken for the purpose of self-destruction. She was taken by a policeman to her residence, No. 369, in the same street, when first Weber and Hanlin wore called in, who administered the usual remedies. It was not expected that she would recover.

Sudden Death.—William Pavis, a seaman, attached to the British bark Fanny, was last Sunday found lying drunk in the entry of the house No. 319 Water street, by an acquaintance of his, named George Williams, who took him into the house, where he died about three hours afterwards.

into the house, where he died about three hours afterwards.

Eight Avenus Rahroad Accident.—Shuday night a man named John Rourke, residing at the corner of Nineteenth street and Tenth avenue, had both his legs broken by being run over by one of the cars of the Eighth avenue railroad. He was taken into the drug store of Dr. Rosenmuller, 172 Eighth avenue, where he was attended to, and afterwards taken to the City Hospital by officer Willett Smith, of the Sixteenth ward. It appears that Rourke Smith, of the Sixteenth ward. It appears that fournes was going up town in the cars, and when he got to Nineteenth street he either jumped or fell off, when both wheels passed over his legs, breaking them as above stated. The car No. 35 was driven by a man named Philip Fremire, who was immediately arrested by officer Smith, but as he did not appear to be guilty either of negligence or carelessness he was discharged.

as he did not appear to be guilty either of negigence or carelessness he was discharged.

Fall from a Car.—On Sunday afternoon, Dennis Flynn fell off one of the Eighth Avenue Railroad cars, cutting his head severely. He was taken to the Fifth ward station house, where Ir. Kilbourne dressed his wounds.

ACCIDENT IN BARCLAY STRENT.—On Saturday morning a laboring man, named Owen White, who was employed laying foundation stones for a new building in Barclay street, was very badly injured by the caving in of a bank of earth along side, which had been shovelled up on account of its looseness. He was dreadfully injured across the loins and hips as well as the thighs, but, fortunately, no bones were broken. Accidents of this description, from the caving in of the earth, appear to be very numerous in the above neighborhood. Greater precautions ought to be taken by those in charae of the works.

GYMASSIGS AND MAN TRUE.—At 8 o'clock on Saturday

in the above neighborhood. Greater precautions ought to be taken by those in charac of the works.

Gymnshigs and Man Traps—At 8 o'clock on Saturday evening, while Dr. W. J. McDermott was cantering along the Fifth avenue, to acall in Fifty-fourth street, he and his horse performed a summerset off the end of the unfinished embankment in the Fifth avenue, above the Crystal Palace. Fortunately the escapade only resulted in ten or a dozen cuts, more or less severe, and as many serious bruises, by the horse rolling over his body. We understand the doctor was closely followed by a lady and gentleman in a wagon, who fortunately observed the plunge in time te swing their horse around, and thereby avoided what might have been a most serious catastrophe. Surely the lives of citizens should not be thus wantonly risked by the gross negligence or miserable economy that would not place a lamp and sixpence woth of oil on such dangerous precipices in frequented thoroughfares.

Les Broken.—Patrick Bamruk, a lad about ten years of age, had his leg broken on Saturday night by a stage, which run over him in Spring street. It appears that the boy was walking along the sidewalk, when a drunken man who was passing by pushed him into the road, where he met with the accident as above mentioned.

Targer Excussion.—The Peterson Light Guard, commanded by Captain Henry Aker, numbering 50 muskets, attaches to Engine Company No. 15, met yesterday for a target excursion, when the prizes were won by the following persons:—Joseph Goldry, 1st prize; John Penbrook, 2d, M. McMahon, 3d; H. Bradburn, 4th; T. Taylor, 5th; W. Ormsby, 6th; C. H. Wilsey, 7th; J. McCue, 8th; W. Grant, 9th; A. Earle, 10th; D. Sheen, 11th; R. Fox. 12th. Shelton's Brass Eand was in attendance.

Destructive Fire in Chicago.

Destructive Fire in Chicago.

[From the Chicago Advertiser, October 6]

I ast evening a fire broke out in the third story of the ilquor store of Messrs. Turrill & Haven, and, the contents being of a very combustible nature, but a few moments elapsed ere the whole building was one sheet of fames. The stores adjoining, T. T. Hyde's oil store on the east, and Williams, Avery & Thompson's wholesale grocery store on the west, were in imminent danger, and is fact the building which the latter gentlemen occupied was on fire at one time, but by keeping their doors and iron shutters closed, soon smothered it. There loss is not heavy, as but few things were removed from their stores.

The building occupied by Messrs Turrill & Haven was owned by Eli B. Williams, Esq., and was partially insured in the Ætna Insurance Company, of Hartford, Connecticut.

ed in the Ætna Insurance Company, of Hartford, Connecticut.

A barrel of spirits in the cellar exploded, and a number of the members of No. 7 were standing in the building immediately over the place where the explosion took place, blowing them in all directions, and injuring some of them severely. George Blair, foreman of No. 7, was blown up, and his leg fractured; C. Ackerman had his ankie badly crushed; Archibald McNeal and J. Schriner had their heads badly cut; J. File had his wrist broken and was otherwise injured; and three or four others, whose names we could not learn, were slightly injured.

injured.

Messrs. Turrill & Haven's loss cannot be less than \$20,000 or \$25,000, and they were insured but for \$8,000. Fortunately they saved all their books, &c.

The Fisherics.

We gave, from the Washinton Union, a version of the Starlight seizure, which characterized the previous accounts as exaggerations. The Gloucester Telegraph, in allusion to this part of the Union's article, says:—

'In regard to the statement of Capt. McDonnell, which we published, we will say it was not exaggerated one word. It was published as he related it to us; and if he signed a decument stating that he had violated the treaty, he tells a very different story at home from what he did there. We do not believe he signed any such document."

The Telegraph undertakes to show that the visits of the ressels of the squadron were to other parts of the fishing grounds than those where most of the fishermen were, and then sap:—

"Now we ask what extended opportunity have the

fisherm enhad to make known their grievances, if they had any to make? To take the words of the official report, we find that two of the armed vessels only were in the vicinity of the fishing fleet about a week, and only one fisherman out of a dozen who have returned home, and who were there at the time, report having seen either of the vessels, and that was one of the steamers which passed some distance from the fleet. What could be done in that time? The fishermen do not wish to heard up every little grievance which they encounter, and then leave their business to run after a United States vessel to make a matter of special complaint; their fishing is of more importance. They tell, however, of these annoyances when they get home, and the aggregate makes considerable of a statement when published. For instance, the recent case of a whole fleet which were ordered not to go into port. What time was it then to bunt up an armed vessel, when there were strong indications of a storm? It was certainly an annoyance, but was it of sufficient importance for each vessel to break up its voyage and go hunting all over the Bay to find Com. Shubrick and lay it before him?

We think it will be perfectly plain to every one who takes a chart and examines the fishing ground, and then follows out the courses indicated as passed over by those vessels, to see that the opportunity offered the fisherman to make known their grievances was not very extended."

MARITIME INTELLIGENCE.

All packages and letters intended for the NEW York HERALD should be sealed.

Port of New York, October 10, 1853.

CLEARED.

Steamship—Black Warrior, Bullock, Mobile, Livingston, Crocheron & Co.

Ship—Alliance, Twickham, Charleston, Thomas Wardle.
Barks—N C Buchanan, Hanson, Galveston, D Murray;
Glen, Waite, Apalachicola, Rajhn Post; American, Adie, Clenfuegos, Moses Taylor & Co; Linden (Br), Gillau, St John, NB, Grinnell, Minturn & Co; Phœnix, Mason, San Juan, Nie, J & J B Thompson.

Brigs—Nea ader (Br), Davison, St John, NB, T L & D R DeWolf; Rebecca (Br), Merriam, St John, NB, T L & D R DeWolf; Catharine, Nickels, Baltimoré, R P Buck & Co; Zaza, Morgan, Maranham and Para, H & Corning; Wm T Dugan, Haton, Wilmington, McCready, Mott & Co; Jean George (Fr), Lecourt, Havre, Boyd & Hincken, Schra—Mist, Wyatt, Alexandria, J P Brittan; Yorktown, Cole, Petersburg, James Hunter & Co; Alcyona, Hand. Savannah, McCready, Mott & Co; Louisa, Claase, Boston, S W Lewis; G J Jones, Look, Savannah, Dennill & Co; Æolus (Br), Stubbs, St Thomas, Russell & Vining; Helena, Baxter, Newbern, master; Washington, Rose, Alexandria, &c, Sturges, Clearman & Co; Talbot, Whittmore, Jacksonville, Mayhew, Talbot & Co.

Steamer—Cayuga, Robinson, Philadelphia, W H Thompson.

ARRIVED.
Steamship Illinois, Hartstene, Aspinwall, Oct 1, to MO Steamship Illinois, Hartstene, Aspinwall, Oct 1, to MO Roberts.

Steamship Florida, Woodhull, Savannah, 56 hours, to S I. Mitchill. Sunday, at 7 30 AM, 24 miles north from Frying Pan Shoals, passed brig Excel, hence for Savannah; 3 FM, 18 miles NE from Cape Lookout, exchanged signals with brig Clinton, bound South; 3 30 PM, exchanged signals with brig Clinton, bound South; 3 30 PM, exchanged signals with steamship Osprey, bound to Charleston; 9 15 FM, exchanged signals with steamship Osprey, bound to Charleston; 9 15 FM, exchanged signals with steamship Osprey, bound to Charleston; 9 15 FM, exchanged signals with steamship James Adger, for Charleston, and Augusta, for Savannah, both hence.

Stip Saratoga (pkt), Trask, Liverpool, Aug 29, with 766 passengers, to Slate, Gardiner & Co. Sept 13, fell in with Norwegian bark Family Hope, from Quebec for London, lumber loaded, and waterlogged; took off captain and crew; also the following cabin passengers:—Mrs Miller, Mrs Campbell, two children and servant, and Mrs Trask.

Ship Indiana, Coffin, New Orleans, Sept 15, and S W Pass I Tth, to W T Frost.

Ship Westminster, Sanders, New Orleans, 20 days, to Stanton & Thompson.

Ship New York, Edwards, Charleston, 6 days, to George Bulkley & Co.

Bark Prospect, Brown, Savannah, 9 days, to McCready, Mott & Co.

Bark Prospect, Brown, Savannah, 9 days, to McCready, Mott & Co.

Bark Carmen (Peruv), Garabaldi, Boston, 6 days, to Thomas Riley.

Brig James W Elwell, Johnston, Manzanillo, Cuba, 30 days, to D Curtis & Co. Experienced heavy weather. Mansanillo NE distant 60 miles, exchanged signals with bark R B Walker, of Brook wille, bound in.

Brig Arcturus (Er), Nickerson, Pictou, 21 days, to master.

Brig Toledo, Hemmingway, Pictou, 14 days, to E Cunard.
Brig Toledo, Hemmingway, Pictou, 14 days, to E Cunard.
Brig Gleanor (Br), Mills, Windsor, 16 days, to J S Whit-

Brig Lucy H Case (of Newburyport), Scott, Savannah, 11 days, to A W Weldon. Oct 6, Wm Law, seaman, died. Brig Ann Flizabeth, Carr, Pensacola, 25 days, to master. Oct 2, lat 32 33, lon 80, passed brig Paragon, from Pensacola for Baltimore. Pensacola for Baltimore.
Schr Exemplar (Br), Smith, Windsor, 10 days, to Hud-

Schr Exemplar (Er), Smith, Windsoff, av days, to have son Cement Co.
Schr Pocohontas, Godfrey, Apalachicola, 18 days.
Schr Foma Cottrell (of Belfast), Cottrell, Wilmington NC, 6 days.
Schr Jonas Smith, Furman, Wilmington, NC, 6 days.
Schr House, Lines, Wilmington, NC, 6 days.
Schr Mary Powell,
—, Wilmington, NC, 6 days.
Schr Ta Ward, Hoff, Wilmington, NC, 6 days.
Schr Ta Ward, Hoff, Wilmington, NC, 6 days.
Schr Tunion, Farsons, Machias, 10 days.
Schr Union, Farsons, Machias, 10 days.
RELOW.

Two brigs, unknown.

SAILED.
Steamship Black Warrior, Mobile; ships Continent, Liverpool; Middlesex, St John, NB; Gaston, Antwerp.
Wind during the day, WSW.

[By Sampy Hook Magnetic Thingraph.]
The Highlands, Oct 10—Sundown.
Ships Middlesex and Gaston are passing the lightship, bound out. One brig anchored outside the Hook, and one brig south of the Highlands, bound in.
Wind fresh from N. Weather clear.

Memoranda.

Ship Columbia, of Salem, 600 tons, 1434 years old, has seen purchased by a Boston house for \$20,000 cash. Brig Lauretta, 149 tons, 7 years old, built at Medford, has been sold here for \$6,250; and brig Brownsville City, 180 tons, built at Portland, one year old, for \$9000.

has been sold here for \$6,250; and brig Brownsville City, 180 tons, built at Portland, one year old, for \$8000.

Launched—At Bangor 5th inst, from the yard of Mr Isaac Dunning, a kerm brig of 225 tons, called the Penob scot, constructed principally of hacmetac, white oak, and pitch pine, and is coppered to the bends. She was modeled and built under the supervision of Master Jeptha Nickerson, and is owned by Messrs Stetson & Co. Cyrus Emery, and Capt Noah Emery, who will command her.

At Castine 4th inst, by Messrs Jarvis, the first class ship Ostervald, 950 tons, intended for the freighting business. At Waldoboro 5th inst, by Joseph Clark, Evq. a fine ship of 1000 tons, called the Ella A Clark, intended for freighting, and is to be commanded by Capt Kopperholdt.

At Farmingdale 29th uit, by E G Pierce, Esq. a schooner 250 tons, of superior model and finish, called the Nar ragansett, owned by Mr A G Howard and others, of Fall River, and to be commanded by Capt Samuel Hall.

At Medford, 4th inst, by Mr James O Curtis, a beautiful first class clipper ship of 1200 tons, called the Eagle Wing, owned by Messrs Theodore Chase, and C S Toppan.

At Freeport, Me, 3d inst, by Messrs Brewer & Sylvester, a fine half clipper ship of about 700 tons, called the Ocean Home, owned by Messrs E I. Stevens and others of Portland, Capt Nathl Merryman of Brunswick, and the builders. Capt A H Merryman of Brunswick, will command her.

Telegraphie Marine Reports.
Bosnow, Oct 10.
Arrived—Barks Mary Smith, and C Wynns, Norleans; brig Empire, Philadelphia; schr Fashion, New York.
New Orlkans, Oct 7.
Arrived—Ship Wellington, Boston.
Sr John, NB, Oct 9.
Arrived—Ship Louvre, New York.

Herald Marine Correspondence.

Kingsron, Ja, Sept 28.

Arr Sept 12, brig Seguin, Dubell, Baltimore (and ald 13th for Savana la Mar); 22th, schrs Canton, Jones, and Hester A Jones, Thompson, do. Sid 11th, brigs Scotia (Br), Hall, Baltimore; 14th, Flora, Hubbard, Inagua; 17th, St Andrew, Hopkins, do; 24th, Gen Finckney, Hayes, do; 27th, schr London (Br), Uisdale. New York.

Arr at Montego Bay 16th, brig African, Keene, from Calais, Me. Reports 28th ult, lat 40 10, lon 68 15, was overtaken by a heavy squall, during which Mr Alexander Trimble, the second officer, was knocked overboard by the mainstays and drowned; no boat could be launched, or any assistance rendered, the sea being so high and the squall increasing.

assistance rendered, the sea being so high and the squall increasing.

Arr at Falmouth 12th, brigs Bloomer, Brandt, NYork; 21st, Mary Ann, Lewis, Baltimore.

Arr at Morant Bay 21st, brig Mexican, Morrill, St Ste-phen, NB.

Arrived—Ships Elleralie, Pinckney, Rio Janeiro; Pashing Wave, Fish, Bosten; schrs S D Hart, Rawley, Norfolk; Pemaquid, Storer, Calais: J F Brognard, Adams, Charleston; Romeo, Palmer, Providence; Cherokee, Gandy, Charleston Liverpool; bark S L Crowell, McFadden, Halifax; brigs Huntress, Willar, Barbadoes; Catharine Rogers, Colburn, Ar tigua; schrs H S Lanfair, Kelly, Welfeet; Three Sons, DeGroot, Charleston.

Three Sons, DeGroot, Charleston.

Disasters.

A Large New Sun, with loss of topgallantmasts, was passed Sept 26, St Paul's bearing N 15 miles, by the Ganges, at Quebec Oct 3; which way steering not reported. A large outward bound ship, with loss of mast, was seen Oct 25, St Paul's bearing NW 100 miles.

Bark Octavia, at Matanzas from Portland, reports Sept 6, lat 37 5, lon 68 4, a severe gale from S and heavy seas, one breaking upon the larboard quarter, carrying away the upper works of the bark and washing one man overboard, who was lost.

Schr Ontario, Daggett, from Boston for Panama Mills, St John's River, for a load of lumber, mistook her light and went into St Augustine on the 28th alt. On the 29th, whilst attempting to go out she got aground near the bar, where she lay on the 4th instant, in a critical situation. Hopes are entertained that she will be got off. She parted her chain cable and is badly off for ground tackle. She had no pilot on board at the time she went ashore.

Schr Urania, hence for Charleston, which was reported

SCHR URANIA, hence for Charleston, which was reported on her way to this city after being ashore at Cape Henlo-pen, arrived at Philadelphia 8th inst.

pen, arrived at Thiladelphia 8th inst.

Schie Wai H HAZZAED, Saunders, from NYork, was aground
on the bar, two miles above Indianola, Sept 20, where
she had been seven days.

Schie Balloon (not Billow), Fletcher, from Warren, RI,

for Pangor, went ashore on the end of Great Point, Nan-tucket, 3d Oct. Is high and dry in a bad situation. tucket, 3d Oct. Is high and dry in a bad situation.

SCHE MARY HAIPT (of Harwich), Nickerson, struck on Avery's Rock, off Rockport, afternoon of Oct 7, and sank in a short time, so that she now lies with her masts only out of water. She will probably be raised. The M H was a new vessel, built last year, 96 tons. The Gloucester Telegraph learns that the boov is placed some distance from the rock, instead of being on it, which deceived the schooser's orew.

Cld at New Bedford 8th, ship Nassau, Murdock, North

Cld at New Bedford 8th, ship Nassau, Murdock, North Pacific Ocean.
Sld from below Fall River 7th bark D M Hall, Pratt, Indian Ocean.
Below Warren 7th, ship Ocean, Norton, for North West Coast
Sld from New London 7th, ship Alert, Church, Desolation Island.
Off Tombez 10th ult, Sophia Somontes, Brown, 300 bbls humpback oil, had one whale alongside.
At Talcahuano Aug 20, Martha Chase, of and for NB, oil not stated.
SPOKEN—Aug 27, lat 2334 S, lon 3 25 E, Lagrange, Hammond, of and from FH, oil not reported.

Motice to Marinors.

Notice to Marinors.

OFFICE LIGHTHOUSE INSPECTOR,

Key West, Florida, Sept 30, 1863. }

The light vessel stationed at Northwest Passage, near

Key West, has been removed from her statien to underge
the necessary repairs.

A spar buoy has been placed in her former position.

Due notice will be given, in advance, of the return of
this vessel to her station.

By order of Lighthouse Board.

GEORGE L. SELDON,

Ligutemant U. S. Navy. L. H. Inspector, 7th Dist.

Lieutenant U. S. Navy, L. H. Inspector, 7th Dist.

Lieutenant U. S. Navy, L. H. Inspector, 7th Dist.

Cattion.—It' may be important to shipmasters from coastwise ports trading with Charleston to understand that the law in relation to manifestoes will in future be strictly enforced by our revenue officers, and that the entire cargo, whether of foreign or domestic origin, must be entered on the manifest previous to clearing. Upon the presentation at our custon house of the papers of the schooner Naiad, recently arrived from Baltimore, it was discovered that 140 harrels of whiskey, therein neted, had been received on board subsequent to her clearance, and for this the captain was fined one hundred dollars, and the whiskey sized and declared forfeited.—Charleston Mercury.

The lightboat Brandywine, which went adrift on Thursday afternoon, was towed to her station on Sunday by the R B Forbes.

R B Forbes.

The port of Iztapan, Guatemala, was closed 13th July, by order of the supreme government, and the business transferred to San Jose, which port was opened on the same day.

Spoken.

Ship Delia Maria, from Callao for Baltimore, Aug 18, lat 52, lon 76 (by the Ophir, arr at Panama Sept 20).

Ship W R Jones, from New Orleans for Philadelphia, 1st inst. lat 34 40, lon 76 10.

Ship Raven, Crocker, from New York (Aug 13) for Sam Francisco, Sept 9, lat 23% S, lon 30 W.

An Am sulp steering NW, was seen 19th ult, lat 13 M, lon 483% W, had painted ports, and showed a private signal which could not be distinguished—looked like blue and white check or white cross.

Brig S Merrill, from Boston for Savannah, was seen 6th inst, lat 38, lon 68 40.

Schr Cameo, from Sagua for Boston, Sept 20, lat 29 24, lon 80.

white check or white cross.

Brig S Merrill, from Sagua for Boston, Sept 20, lat 29 24, lon 50.

Schr Cameo, from Sagua for Boston, Sept 20, lat 29 24, lon 50.

Foreign, Ports.

Callao—In port Aug 30, bark Friends, Brown, (before reported Washburn,) for NYork direct 31st.

Cameska—In port Sept 27, bark John A Taylor, Loud, for Boston 5th inst.

Halpax—Arr Sept 30, "Am brig Franconia, Moore, Liverpool 39 days," brig Laura, Day, NYork.

Halpax—Arr Sept 30, "Am brig Franconia, Moore, Liverpool 39 days," brig Laura, Day, NYork.

Halpax—Arr Sept 30, bound in, bark Spenser Kirby, Trecartin, from Glasgow. Sid Sept 30, sohr Gen Taylor, Frisble, Matanzas (to lead for Charleston); lat a 2d inst, bark Eastern Belle, Havener, Boston; schrs Midas, Rauch, and Alice, Butler, Norleans. Cid 29th uit, schr Aud, Stellor, Baracca.

In port Oct 3, skip Vicksburg, for NYork soon; barks Yenua, Pearce, for do during the week; A H Kimball, Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, for Trieste soon; Elizabeth J, Brooks, for Philadelphia; Porter, Seavey, for Boston 5th; Somers, Watson, Gr. Charleston during the week; Cardiff, Boyd, for Bristol, Ide; schrs G H Montague, Simpson, for NYork soon; and others as before.

Iguque—In port Sept 5, bark Buenos Ayres (Br), from Valparaiso; had discharged a cargo of barley, was Idg for Philadelphia and would sail abt 10th uit; has been incorrectly reported sld from Valparaiso July 17 for Philadelphia.

MALAGA—In port Sept 16, ship Sterling, Rowell, chartered for Boston. Sld abt Aug 29, brig Pulaski, Philadelphia.

MALAGA—In port Sept 14, bark Mary, Whelden, for Boston, to commence ldg 15th and sail about 18th.

MEDGUREN—In port Aug 4, ship John Glipin, Donne, from Calcutta for Boston, repaired and to sail next day

NYork.

Home Ports.

ALEXANDRIA—Arr Oct 7, schrs Windsor (Br), Cald, Windsor; Dunton, Dunton, Augusta, Me. Sld schr Water Witch, Hawkins, Bridgep rt.

BALTIMORE—Arr Oct 8 a 9, ship Chas Ward, McFarland,

Windsor; [Dunton, Dunton, Augusta, Me. Sld schr Water Witch, Hawkins, Bridgep rt.

BALTIMORE—Arr Oct 8 a 9, ship Chas Ward, McFarland, Callao, S3 days; barks JJ Cobb, Crowell, Callao, June 9, via Tal cahuano July 16; Maryland, Davis, Boston; Modens, Eldridge, Boston; brig Calvert, Hudgins, Sagua la Grande, 22d ult; schr Jas M Bayles, Bayles, Wareham Mass. Off Cove Point 7th ship Zenabia, from Liverpool, at anchor. Cld 8th, steamer Colmary, Thompson, New York; bark Fransiska (Brem), Hagedorn, Bremen; schrs Ellicott, Dissosway, New York; Gen Scott, Stokely, West Indies; Chas L. Hulse, Overton, Troy.

BOSTON—Arr Oct 8 (additional), bark Franklin, Pease, Norleans; brig Sabao, Means, Philadelphia. Sld steamer City of Boston; ships R D Shepherd, Golden Fleece, (in tow of Titan); barks Mary Broughton, Wm G Lewis, Adain; brigs Gustavus, Superb, Abeona, Canton, Mail; schr Anna Hinks.

Arr 9, ships Revere, Hamilton, Manilla June 1; Polynesis, Homer, Calcutta; barks Nathan W Bridge, Wilson, Savannah 27th ult; Radiant, Flinn, Charleston; Sylph, Ryder, and Celestia, Clifford, Baltimore; brigs Czarina, Bates, Surinam 9th ult, via Gloucester; Colonist (Br), Crosby, Curacoa 11th ult; Edward (of St George), Rawley Charleston; Paulins, Flinn, Alexandria; W H Parks, Webber, and Lucy Ellen, Farker, Philadelphia; Cltizen, Brown, Nyork; schrs Sarah Anns, Pinkham, Washington, NC; W M Baird, Crowell, Fredericksburg; C H Hale, Gilkey, Norfolk; Groveland, Bailey; Alice Mowe, Pike, and White Squail, Harding, Baltimore; Susan, Harty, Baltimore is Gloucester; W H Mailler, Crowell, Mary Miller, Laws; Arietis, Long; R I. Tay, Calin; Chas A Hecksher, Stubbs; Cora, Brown; Gassabeas, Fuller; Armida, Cabbt; Mary Augusta, Foster; Mariel, Dolliver; Gulnare, Crowell; G Russell, Comstock; Horney, Calcutter, Mariel, Dolliver; Gulnare, Crowell; G Russell, Comstock, Long; R I. Tay, Calin; Chas A Hecksher, Stubbs; Cora, Brown; Gassabeas, Fuller; Armida, Cabbt; Mary Augusta, Foster; Mariel, Dolliver; Gulnare, Crowell; G Russell, Comstock, Long; R Lamarti

James House, Line, NYork.

ELLSWORTH—Arr Oct 3, schr Lejok, Philadelphia.

Id 1st, schr Martin Van Buren, NYork.

GLOUCESTER—Arr Oct 5, schrs Susan, Baltimore; 6th,
Sallor's Delight, Harrington for NYork.

GEORGETOWN, S. C.—Arr Oct 1, schr Selah B Strong,
Lynch, NYork. Cld 39th, brig Braganza, Tucker, —;
3d, schrs Sarah Bruen, Totten, NYork; 5th, S. B. Strong,
Lynch, do.

3d, schrs Sarah Bruen, 10tten, Alvas, M., Liverpool.
Lynch, do.
MOBILE—Cld Oct 4, ship Hartford, Burke, Liverpool.
NEW ORLEANS—Arr Oct 2, ships Hartley, Merrill,
Liverpool 20th July; Espindola, Morse, NYork 2d Sept;
John Price Witherell, Foster, Philadelphia Aug 30. Towed
to sea 24th, brigs Palo Alto, Inda, Monte Cristo and Henriette.

John Price Witherell, Foster, Philadelphia Aug 30. Towed to sea 24th, brigs Palo Alto, Inda, Monte Cristo and Henriette.

NEW BEDFORD—Arr Oct 8, schrs Choctaw, Philadelphia; Adelaide, Albany; Angel, Rondout; sloop Republic, Albaay. Cld bark Emily (new, 294 tons), Keene, Richmond, to load for San Francisco. Sld schrs John Webster, Johnson, Charleston; Charles, Allen, Philadelphia; Laura Jane, Sheuman, NYork; Motto, Chase, do; H. S. Barnes, Eldridge, (from Harwich) do; Susan Chase, Soo, H. S. Barnes, Eldridge, (from Harwich) do; Susan Chase, Soow, (from Plymouth) do. OREGON—Arr at Puget Sound Sept 3, schr L. P Foster, Keller, from E Machias 168 days, with machinery, &c, for the Puget Mill Co.

PHILADELPHIA—Arr Oct 9, steamer Kennebec, Copes, NYork; brig Billow, Perry, Boston; schrs H S Lanfair, Kelly, and C Adams, Williams, NYork; Wm P Corbitt, Hewitt, Bristol.

RICHMOND—Arr Oct 7, sshrs Samuel Rankin, Brown, NYork; Rebecca, Witcher, Rockland; Peerless, Weeks, N York; Richmond, Harris, do: Eldad, Jarvis, Albany. Sld bark May Queen, Earker, Rio; sohr Ellen, Rogers, NOrleans; steamer Roanoke, Cavendy, NYork.

BOCKLAND—Arr Oct 2, schrs Vendovi, Boston; Iacrease, NYork; 3d, St Lucar, do; Bolivar, Rondout; 5th, Chesapeake, NYork (and ald for Bangor); Wm Gregory, Norfolk (and sid for Bangor); Zepluy, NYork. Sld 3d, schrs Meridian, Beals, NYork; 4th, Lewis McLaim, Bucklim, and Myers, Rhoades, do.

SAN FRANCISCO—Returned Sept 13, clipper ship Flying Clond, Cressy, with crew mutinous.

SALEM—Sld Oct 7, schr Jos Turner, Crowell, NYork.

WILMINGTON, NC—Arr Oct 6, brig Times, Phinney, Barnstable, Mass; schrs Minerva Wright, Rogers, NYork; H M Jerkins, Pabbldge, Rockport, Me. Cli 6th, schra Gruss, Marchine, Marc